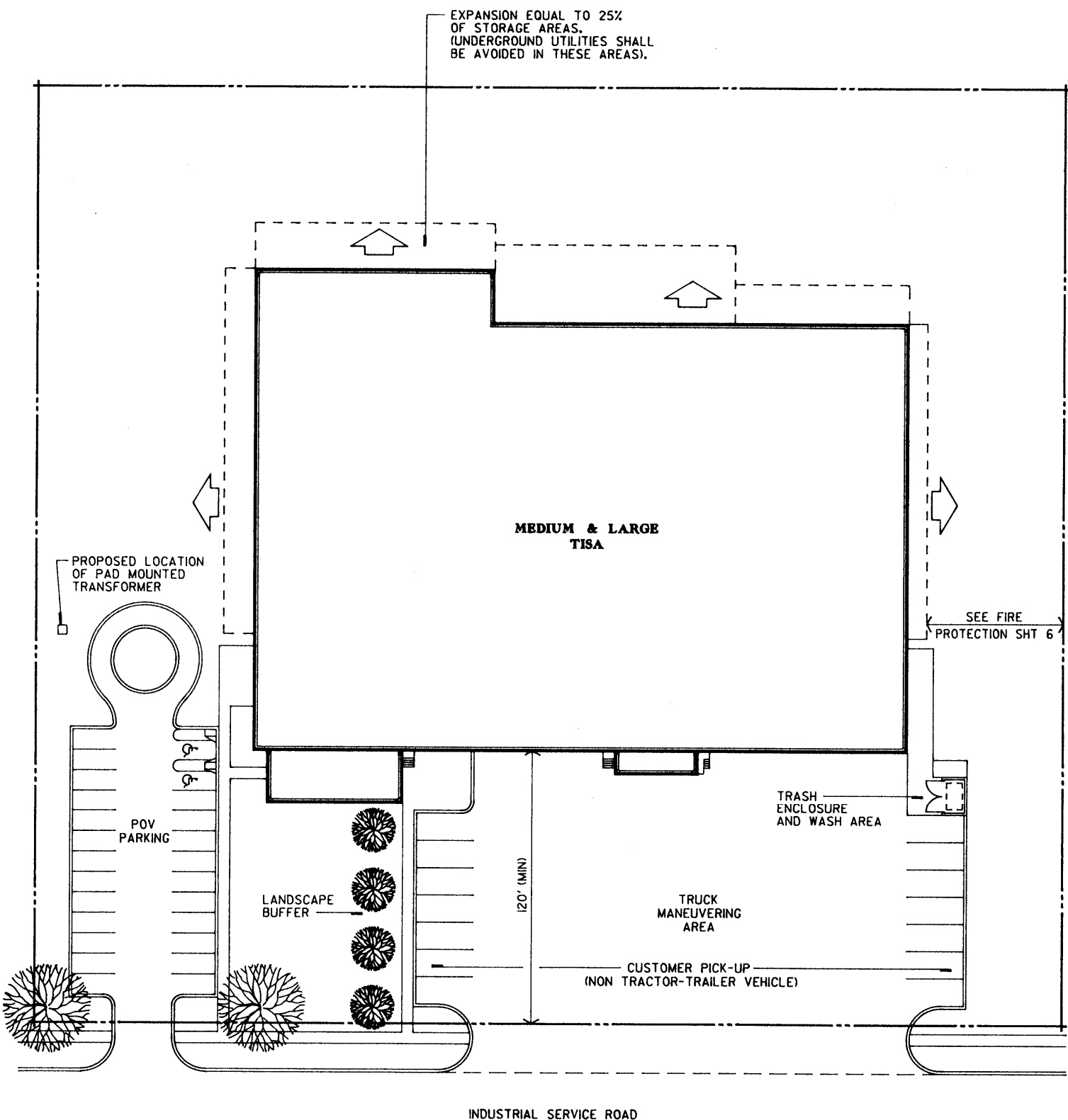


**SITE PLAN**  
SMALL TISA



SITE AREA REQUIRED: 3.7 ACRES



**SITE PLAN**  
MEDIUM & LARGE TISA



SITE AREA REQUIRED:  
4.3 ACRES - MEDIUM  
5.4 ACRES - LARGE

**SITE DEVELOPMENT REQUIREMENTS**

THE PREFERRED SITE PLANS INCLUDED IN THIS PACKAGE HAVE BEEN DEVELOPED TO SHOW THE TYPICAL RELATIONSHIPS BETWEEN THE FACILITY, DESIGNATED EXPANSION AREAS AND THE VARIOUS LEVELS OF PARKING WHICH INCLUDE POV, CUSTOMER PICK-UP AND DELIVERY VEHICLES. SITE ACCESS FOR POV VERSUS DELIVERY VEHICLES WITH THEIR ASSOCIATED MANEUVERING AREAS ARE ALSO INDICATED. THE TOTAL AREA REQUIRED TO SITE THESE FACILITIES IS SHOWN ON THE DRAWINGS IN ACRES. THE TOTALS ALLOW FOR 25% EXPANSION OF THE KEY STORAGE AREAS WITHIN THE FACILITY WITHOUT IMPACT TO ADJOINING SITES. IN ADDITION, A 60 FOOT SEPARATION OF STRUCTURES IS ASSUMED FOR PURPOSES OF SITE AREA CALCULATIONS. THE SEPARATION MAY VARY DEPENDING ON THE SITE SELECTED.

KEY CONSIDERATIONS AND RELATIONSHIPS INVOLVED IN SITE SELECTION INCLUDE: ACCESS TO THE INSTALLATION TRUCK ROADWAY NETWORK, WAREHOUSE BUILDING TYPE RELATIVE TO THE INDUSTRIAL ZONE, SEGREGATION OF INCOMING TRACTOR TRAILERS FROM THE NON-INDUSTRIAL BASE ZONES, ADEQUATE SITE AREA, AVAILABLE UTILITIES, INDIRECT ACCESS TO RAIL AS A CONTINGENCY, AND ADJACENCY TO MOTOR POOLS.

CIRCULATION WITHIN THE SITE SHOULD PAY PARTICULAR ATTENTION TO THREE VEHICLE TYPES. THESE TYPES INCLUDE POV FOR VISITORS AND ADMINISTRATIVE/WAREHOUSE EMPLOYEES, CUSTOMERS PICK-UP AND DELIVERY TRUCKS AND THE PRIMARY DELIVERY TRUCKS (18 WHEELERS) INCLUDING COMMERCIAL VENDORS WITH THEIR ASSOCIATED MANEUVERING AREA. EACH VEHICLE AREA IS DESIGNED TO ALLOW DIRECT ACCESS TO ITS FACILITY ENTRY. FOR EXAMPLE, ALL EMPLOYEES ENTER THE FACILITY FROM THE POV PARKING DIRECTLY TO THE WAREHOUSE OR ADMINISTRATIVE AREA ACCORDINGLY. THE CUSTOMER PICK-UP AND DELIVERY PARKING HAS BEEN LOCATED ADJACENT TO THE MAIN MANEUVERING AREA WHICH HAS ACCESS TO THE DRY AND CHILL DOCK DOORS. THIS PARKING HAS BEEN INCORPORATED TO ELIMINATE DOCK DOORS BEING UTILIZED DURING THE TIME CUSTOMERS PARK FOR MINI-MAXI MART USE. CUSTOMERS ENTERING THE SITE FOR PRE-PICKED ORDERS WOULD GO DIRECTLY TO THE APPROPRIATE DOCK DOOR. FURTHER EXPLANATION OF SITE TO FACILITY RELATIONSHIPS IS DISCUSSED IN THE FUNCTIONAL AND OPERATIONAL REQUIREMENTS NARRATIVE.

THIS SITE HAS BEEN DESIGNED TO ALLOW PRIMARY ACCESS TO THE FACILITY DIRECTLY FROM AN INSTALLATION INDUSTRIAL SERVICE ROAD. IF SUCH ACCESS IS UNAVAILABLE, CAREFUL ATTENTION SHOULD BE GIVEN TO SECONDARY SERVICE ROADS AND THEIR ABILITY TO ACCOMMODATE THE REQUIRED VEHICLES. THE SITE TOPOGRAPHY SHALL BE CONSIDERED WHEN ORIENTING THE BUILDING WITHIN THE SITE PROVIDED OTHER FACTORS SUCH AS BUILDING ORIENTATION AS A RESULT OF ENERGY CONSIDERATIONS ARE NOT COMPROMISED. WHEN POSSIBLE THE BUILDING SHALL BE ORIENTED TO TAKE ADVANTAGE OF SLOPING TERRAIN BY UTILIZING NATURAL SITE GRADES TO DEVELOP THE ELEVATION DIFFERENTIAL REQUIRED AT THE TRUCK LOADING DOCKS. WHERE NATURAL SITE GRADES CANNOT BE UTILIZED ADVANTAGEOUSLY PREFERENCE SHALL BE GIVEN TO MAINTAINING THE BUILDING FINISH FLOOR ELEVATION CLOSE TO THE EXISTING SITE GRADES AND EXCAVATING FOR THE LOADING DOCK AREA OVER RAISING THE ENTIRE BUILDING FINISH FLOOR TO CREATE THE REQUIRED ELEVATION DIFFERENTIAL. THIS SITUATION WILL REQUIRE THAT THE SITE ADAPT DESIGNER ANALYZE THE DRAINAGE CONDITIONS CAREFULLY INCLUDING THE POTENTIAL FOR ADDITIONAL RUNOFF FROM THE ADJACENT SERVICE ROAD. FACTORS SUCH AS GROUND WATER ELEVATION AND FLOOD CRITERIA WILL ALSO IMPACT THE OVERALL SOLUTION.

HANDICAPPED ACCESSIBILITY TO THE FACILITY SHALL BE PROVIDED THROUGH ADMINISTRATION AND WAREHOUSE ENTRIES FROM THE POV PARKING. HANDICAPPED PARKING AS REQUIRED SHOULD BE INCORPORATED DIRECTLY ADJACENT TO THE ENTRY.

LANDSCAPING IS NOT A REQUIRED ELEMENT OF THE DESIGN NOR ESSENTIAL TO THE FACILITY TYPE, HOWEVER, CONSIDERATION SHOULD BE GIVEN TO PROVIDING A POCKET OF LANDSCAPING TO BUFFER THE TRUCK MANEUVERING FROM THE ADMINISTRATION AREA AND AT THE ENTRY TO THE POV PARKING.

SIGNAGE IN KEEPING WITH TM 5-807-10, DECEMBER 1983 AND THE INSTALLATIONS STANDARD SHOULD BE INCORPORATED TO IDENTIFY THE FACILITY. IT IS ALSO RECOMMENDED THAT TRUCK DOCK DOORS BE NUMBERED TO ALLEVIATE CONFUSION FOR TRUCKS ENTERING THE SITE. FURTHER SIGNAGE MAY BE DESIRED TO DELINEATE VARIOUS TYPES OF PARKING ON THE SITE.

DESIGNED:	W/A & A	DEPARTMENT OF THE ARMY FACILITIES STANDARDIZATION PROGRAM DEFINITIVE DESIGN
DRAWN:	CADD	
CHECKED:	PM	
SUBMITTED:	MK	
SCALE:	AS SHOWN	PROJECT NO. DEF 432-11-01
DATE:	OCTOBER 1988	DRAWING NO. 3